"It must have been built twenty-five or thirty years ago," said a prominent agent, "and it lacked If the modern improvements for precaution against all the modern improvements for precaution against fire and means of escape in case of fire. I remember an incident of some little interest in connection with it, when I heard Abraham Lincoln make a speech there long before he was thought of for the Presidency. It was just after he had been defeated for the United States Senate by Mr. Donglas. He made his speech from the balcony of the hotel to a great crowd and I had gotten in close beside him with a boy playmate of mine. He told one of the stories playmate of mine. He told one of the stories which he was famed for telling in his inimitable style. He said he had been asked how he felt about defeat for the Senatorship. 'Why,' he declared, I feel just like an Illinois boy who was travelling up a hill very fast when suddenly he stubbed his toe against a stone. "I'm too big a boy to cry," he said, holding his hand over his foot, "but the placed thing hurts too much for me to laugh,""

cards safety from fire naturally was talked about ures adopted since 1875, when a discouraging report was made on the hotels of the city to the New-York Board of Fire Underwriters. At that time an effort was made to establish a standard for risks of this kind in which rates could be fixed according to the variations from that standard in the different buildings. The matter was in charge of the Comspection of all the hotels in the city was made by Superintendent Harrison of the local board. Of sixty-nine hotels examined the following were found to be seriously defective in nd drying rooms, 48; uncovered lights, 50; repair ps attached to the buildings, 21; unsafe flues in furnaces, 20, and outside exposures, 14, Great by the publication of these facts, and in many cases the defects complained of were remedied. In many practically reconstructing the entire buildings. It establish a standard for rating hotels, and now the taking of these hazards is left entirely to the dis-

the New York hotels are superior to any in the pountry."

Another well-known insurance man said: "I believe that there are only two hotels which would come up to the stancard—they are the Buckingham and Ea le's Hotel. All of the others are more or less liable to fire—generally more. The general introduction of steam for heating purposes has reduced the chances of fire in recent years. There has also been an improvement in the servants qualters, in the gas, cooking and laundry, arrangements. The hotel built or rebuilt since 1873—say the Windson the Buckingham, the Fark Avenne, the Brunswick—have been constructed with a close regard to the law and to precautions not dictated by the law. The dang r has been increased where enlargements h we been made from dwelling houses either for room accommodations or for the addition of general facilities. There are too many of these buildings, however, whose profis are simply masses of inflammable lumber, whose plaster and fath p rition walls have become like tinder with the jassage of time, whose fire-escapes are old Add practically useless, and whose tortions passageways, corriders, etc., would be a abyrinth to persons endeavoring to escape from their rooms in the panic of a fire."

A QUESTION THAT MANY ARE ASKING.

WHAT FIRE INSURANCE MEN SAY—VIEWS OF INSUPERCE OF SEPECTOR ESTERBROOK.

The destruction of the Newhall House was the subject of general discussion among New-York fire subject of general discussion among New-York

OPINIONS OF HOTEL PROPRIETORS.

HOTELS OF THIS CITY CONSIDERED SAFE-PRECAU-TIONS AGAINST FIRE.

the subject naturally expressed general confidence in the effectiveness of the arrangements that are provided for the prevention of fires. It was doubted whether such a disaster as that which has visited Milwankee could occur in this city. Where defects exist which arise from the construction of the buildings, it was said, increased vigilance is the rule on the part of propriet rs or lessees. The value of hotel property and the advantage in insurance rates gained through the perfection of the facilities for suppressing fires were mentioned as important elements which led to the exercise of care not a few hotels existed which were open to grave leased the Windsor Hotel, said last evening: "The greatest protection against fire in hotels or elsewhere is after all the care taken in watching for any origin of fiames. It is the prevention of fires which excites the most attention in the part of get no insurance against interruption and loss of surance, as of course the lewest rates are obtained by the best-protected property. I would not care have personal knowledge of the interiors of only a York hotels are well watched and guarded against the spread of flames. They probably receive the hest supervision in this regard of all the hotels in the country. As to the Windsor, every possible precaution is taken. We have twenty men up all night patrolling every part of the house. There are buckets of water, fire axes and chemical extinguishers at different places in the building; we have four water-pipes in the house with hose on every floor and two stand pipes outside for the use of the city firemen. There are three stairways leading from the top to the bottom of the house and one iron stairway. Two fire-es ages lead from the rear of the building seventh and Forty-sixth-sts., to Madison ave. There is also hose on the roof of the hotel. In the office is a special fire alarm connecting with Police Headquarters. All our heating and cooking appa-

prominent ones. Now there goes William H. Vander bilt with Lysander. H- is often nitened with Leander The pair are worth \$15,000. Aidine has gotten better of the quarter-crack which troubled her, and is driven by her owner alongside of Early Rose. They are worth \$30,000. There goes Captain 'Jake' Vanderbilt with the fast bay horse Boston, with a record of 122 to the pole. He is worth \$5,000 Frederick Vanderbilt, one of the sons of William II., is driving Jewesa this afternoon; she and the bay horse Dickens are worth \$8,000. Then there is 'Tom' East man, the great cattle exporter, with Giendale and Cap-tain Jack. He drives his new pair very often. Pacse he bought in the West, and calls them Johnny Ray and Bob Acres. He also has a gray mare, the lot being worth

"Who owns the most valuable team which goes up the

"Frank Work, by all odds. They are the most vale ways, corridors, etc., would be a abyrinth to persons endeavoring to escape from their rooms in the pains of a file."

What inspector Esterbrook, of the Bureau of Buildings, said yesterday he had an impression that some of the hotels in this city were not supplied with sufficient means for the escape of-occupants in case of fire. "I cannot speak positively on that point," he remarked, "because only a few of the examiners of the Bureau Soon after I took charge of this Bureau I found a plan to have all the hotels in the city have been examiners of the examiners got yery lar with their work in the city inspected, and, if possible, made safe. Before the examiners got yery lar with their work the binilings to Grand-st. aunb.ed down, and it was accessary for our smal force to cive all possible attention to buildings which were in danger of failing. There has not uteen a time when saingle examiners of the sparced to make special examinations of the little work of inspecting from all would consume much time. We cannot give any one much time work provided the attention to buildings winch were in danger of failing. There has not uteen a time when saingle examiners which would sell castly for such the work of inspecting from all would consume much time. We cannot give any one much time work the sparced to make special examinations of the instead, and the attention it deserves, because if we did that, we would be large-citing something close equally important. This ho els in the city on its to be inspected earefully. About eighten months ago I sent notices to Miller, the work of inspecting from all would consume with the work of inspecting from the west consume that the work of inspecting hem all would consume thing all the attention to be inspected earefully. About eighten months ago I sent notices to Miller, the work of inspecting them all would consume the work of inspecting them all able because they are the fastest pair of horses in the world. Mr. Work has been offered \$50,000 to. he pair.

pair of bays worth \$3,000. Jackson Smith, who was formerly in the dry-goods business, values his chestnut mare at \$6,000. Charles Kane, who owns a livery stable, drives a bay mare worth \$5,000 and a chestnut horse worth \$3,000. Mr. Hinckley, the broker, has a kray and brown mare which he drives slugle. They are worth, \$3,900. Wilham Hamilton, also a broker, has a bay mare worth \$5,000. Shepherd F. Kuapp has two pairs of horses eastly worth \$15,000."

"Does General Grant driv out often it"

"Very frequently behind a chestnut and a bay, both good and valuable. They show speed and he does not often take any dust. Tom Fitzpatrick, the builder, owns the clesticut stallion Sir Walter and a lot of coils, the whole worth \$10,000. George Dickerson, the broker, drives the brown horse Rocket, worth \$3,000."

"What does Robert Bonner drive!"

"There is no telling. He and his sons own more than one hundred horses, many of thom worth from \$5,000 to \$50,000 each. It would take too long to name them. He never drives Dexter now, as the famous horse is too old to drive on the road. The Rockefeler brothers, of the Standard Oil Company, drive \$80,000 worth of horseflesh, while Mr. Fladler, of the same company, has \$30,000 to vested in trotters. Jesse Marsnall, the stage man, who is worth as million, has \$5.000 in a black and brown. Stamones, the lottery man, has twenty or thirty Wilkes coits which cannot be worth less than \$100,000 for the lot William Wikins, Mr. Marshall', partner, was officed \$17,000 for Freeman, the horse which he drives. John Cawood's Jesse and Lady Jane are worth \$5,000. These are some of the more prominent ones. There are many others worth \$5,000 each. If the hirty years during which I have watched the horses in "The Road' there has been a great improvement in speed and style, and a greater demand for the more valuable animals, because men have become relater and lad an opportunity to gratify their tastes more lavisiby."

CIGARS SMUGGLED BY THE MILLION.

Special Agent C. C. Adams, who was recently relieved by Special Agent C. N. Brackett from the general supervision of the department at the C. stem House, has completed his report for 1882, and yesterday he

sent it to Secretary Folger. The following is part of the report:

As stated in my last annual report, I found on coming to this department that few arrests bad been made for smuggling or other violations of the customs laws. Among owners of steams high there was general complaint that while the Government exacted from them neavy fines on each vessel from which gloos were illegally landed, when sometime was made, the persons engaged in the business were not punished. As the result of the action of it is office in causing the arrest of every person known to be engaged in violating the laws, the complaints referred to have ceased, and there has been a material falling off in the quantity and value of goods simugated into the port, as compared with the returns of boty year. This is particularly the case as regards edgars. Two years are inclusives, on the various flues of s camers plying between those places and this city, was enormous. Members of the crews, and, in some instances, officers of the vesses, were engaged in tods. Many thousand yards of calleo were purchased and sinuagied into Cuba and Mexico, and the proceeds were devoted to buying cigars, which were in turn sangigled into the lattled States, Gonpowder and other valuation articles were also sent out in the same manuer and the proceeds returned in valuable eights. Formerly Lere arrived from Cuba, or Mixeo, from 20,000 to 30,000 first-class clears, which were landed, unless setzed, which the payment of duty. The cigars sangaled into this port in a year would probably reached to the cigars stonged ouring it, a system prevaling and does ye, but to a more limited extent, of taking on board the steamers at Hayam or Vera Crez & everal to sussands to cigars and entering them apon the manuests as b longing to affected persons employed upon the vessel. Upon arriving arre, far clears would be scaled up by the discharging Laplector, who, on an application from the alleged owners, on the

standard the motion, the motion of the selection of the motion, the motion of the selection of the motion, the motion of the selection of of the selection

dailon was void on the face of it, because the scheme was countered to companies, while only four had really been consolicated. There had also been a creation of an unmarful amount of consolidated stock and of bonds to build the relivance. The lines of railroad were to be built with the bonds, and the stock was issued as a bonus to the construction company, which had the contract for building the roads. Without any lawful authority, also, the consolidated company had executed a morigage which covered not only its own these but also the road an property of the Spracuse and Chemango Railroad, to water railroad it had no right not title wantever. The same mortgage overed hundreds of aliles of ameginary railroads to which no corporate franchise or charter eyer extended. The counsel for the defence mentaled the opposite of these arguments. Judge Follett took the papers in the case and announced that he would render a decision in the matter in February.

THE ARREST OF WILLIAM M. TWEED. The executors of the late W. C. Conner, formerly Sheriff of the County of New-York, began some time ago proceedings to recover of the State \$109,575 69 as poundage for the arrest of William M. Tweed on an as poundage for the arrest of whitain M. I weed on an execution against the person issued on a judgment for \$6,000,000. The argument on the appeal from the decision of the State Board of Audit disailowing the claim sion of the State Board of Audit disallowing the claim was had yesterday before the General Term of the Supreme Court. Attorney-General Russell, for the State, said that the Sheriff at the time of the arrest of Tweed had a warrant against him in a criminal proceeding, and was bound to execute that warrant first, and that upon the execution of such warrant Tweed was in the custody of the people. The Sheriff's claim for poundage for the arrest of Tweed therefore did not arise. Moreover, the sheriff was not entitled to p-undage except on the smooth actually collected on the judgment. The decision was reserved.

CIVIL NOTES.

The hearing in the suit of Frederic Bill The hearing in the Site of Presents of the Association and Stock Telegroph Company to amoul the lease of the latter company's property to the former, was set down for yesterday in the United States Circuit Court, but was adjourned by consent to February 9, unless an earlier date is agreed on by counsel.

The suits to restrain the city from the collections of the collection of the collect

tion of certain arrears of taxes on bank stock begun by the Bowery National Bank, the Mercantile National Bank, the National Bank of Commerce, the New-York Councy National Bank of Commerce, the New-York Councy National Bank, the Sixth National Bank, the Butcher and Drovers' Bank and the St. Nicacias National Bank against the Shayor and Corporation of the City of New-York, were discontinued yesternay by Judg. Wal-lace, of the United States Circuit, Court. The order was

made by consent and but parties to the actions share the costs.

ants from operating their road in front of the plaintiff's premises at Greenvich and Rector-sta, the defendants yesterday put in an amended answer, in which it is alleged that the fee in Rector and Greenwheit ats. is in the city, and that the plaintiff therefore has no right to complain of the cablic use to which the streets with the consent of the city have been devoted. The case is still on.

Maire, b sut a libel suit in the United States District 150,000 frames as damages for the loss of the bark and cargo in a collision with the steamer in 1880 off the Grand Banks. The trial of the suit began yesterday before Judge Brown, and after a partial hearing was adjourned to Monday. Couders Brothers appear for the libellants, and Evarts, Southmayd & Choate for the defendants.

3745.
SUBRICATE'S COURT—Held by Rollins, S.—Contested Wild of Panny Mefove nat I p. m.
SUPERIOR COURT—SPECIAL TRAM—Held by Ingraham, J.—Collector called at I a. m.—Non. 39, 11, 0, 29, 31, 37, 75, 80 FERRICA CHRILLERS—PART I—Held by Freedman, J.—Non. 26, 710, 416, 350, 351, 504, 500, 752, 277, 871, 541, 829, 703, 974, 59, 60.
COMMON PLRAS—GRENERA TERM—Held by C. P. Daly, C. J., Van Brunt and Beach, JJ.—Non. 28, 29, 36, 40, 63, 11, 59, 60 63, 79, 87, 57, 89, 89, 89, 69, 511, 508, COMMON PLRAS—SPECIAL TRAM—Held by J. P. Daly, J.—Calendar called at II a. m.—Jones agt. Bauer, O'Connor agt. Silberstein.

UNITED STATES SUPREME COURT. WASHINGTON, Jan. 11 .- The following business was transacted in the Supreme Court of the United

German Employment Office laddes will fluit as earlies servants—cooks, Landtrosses, walt asses, chamber mails and ciris for general hoosework; also male servants, butlers, lootinen, &c. 21 L. A. EKSTRIM, No. 178 Lexington-tyc., cor. 31st. New York.

AN ENGLISH WOMAN and DAUGHTER

A LADY of experience, who is fully capable of taking entire charge of a house, would like a position in a family of relicement; reference exchanged. Address JOSEPHINER K. WHITE, Grange, N. J.

PANTRYMAN or USEFFLMAN.—By a young m n age 26 years : experienced and not afraid of hard wo.k; can furnish good reservences. Address COR NELIUS KEAVLNY, 184 Nolson-at, Brooklyn.

WAI: E.t.—By a competent colored man, in private family; best references. Address ALEXAN DER. Tribune Offic.

WATCHMAN, PORTER or USEFULMAN.

—By a sober, reliable man, in hotel, store or private family; understands driving and care of horses; willing to work or inchesive seasy; eight years' references. Address WILSON, fox 17. Tribuno Office.

## Ste mboats and Railroa)s.

EHIGH VALLEY RAILROAD.—Passenge Litains leave depots foot of Cortinant and Desbrosce-sia, at the last case depots foot of Cortinant and Desbrosce-sia, at the last case of the 6 p. m. General Eastern Office, corner of Church and Cortlandt-sta E. H. BYINGTON, G. P. A.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD—Commencing November 6, 1882, based on the same will leave Grand Central Deoof.

8. m. western and Northern Express to Rochester and Montreas with drawing-room can a last to Secretora. But a special Express for Chicago, daily, stopping only at Albany, by racuse, Bochester, Buffalo, Erie, Cleveland and Toodo. at Albany, Byracuse, Rochester, Buffalo, Eric, Cleveland and Toicdo.

10:20 a. m., Chicago Appress, drawing-room carsto Canandarus, Rochester and Buffalo.

10:20 m., to August and Troy, with connection to Utica Saratoga, tions Fans, Lang George and intunant.

3:30 p. m., a beany and Troy special, saturings only.

4 p. m., Accommodation to Abany and Troy.

6 p. m., st. Louis Express, with sleeping cars for St. Louis; running through every day in the week, also Niagara Falls, buffa. o. Tolego and Detroit.

6:30 p. m., Express anily except Sunday, with sleeping cars to Syracuse and to Auburn Road, also to caratoga and Montreal.

D. H., Pacific Estroyand, Toiedo, Detroit, Chicago and Lowstoe.

11 p. m., Night Express, with sleeping-cars to Albany and Troy. Connects with morning trains or the West and portion. Trackets on as a st. o. 5 Bowing G. een, 252 and 418 Broadway, and at Westcott's Express Offices. 3 Park-place and 755 and 942 Broadway. New York, and 353 Washington-St., Broodway.

15 p. Toucey, Gen. Sup't. Gen. Passenger Agent.

POPULAR SHORE LINE.

FOR PROVIDENCE, BOSTON AND THE EAST.

ALL RAIL FROM GRAND CENTRAL DEPOT.

Three Express trains daily. Sun'aya excepted; to soston at

8a. m., 2p. m., (parior car attachea), and 10p. m. (with palace
seeping cars). Sundays at 10 p. m., (with palace
seeping cars). Anting General Passenger Agent.

Steamboats and Railronds."

MODEL PAST LINE TO THE WEST.

Via Philadelphia, Baltimore and Washington.

On and after Novembor 12, the magnificent passenger trains leave from Pennayivania Ralifrond Depot, foot of Cortlandi-st. and Locabrosace-st. as follows:

1 p. m. except Sunday, parior car attached, arrives Washington 8;10 p. m. Night express leaves Washington at 9:55 p. m., daily. Past-line arrives Washington 8:55 a. m., Chicago and 8; Louis.

7 p. m., daily. Past-line arrives Washington 8:55 a. m., Chicago and 8; Louis.

120 a. m. B. and O. palace sleepers and day coaches through to Cincinnati, 8; Louis and Chicago.

12 o'clock night, daily, arrives at Washington 8:15 a. m. pay express leaves Washington at 10:15 a. m., daily, Sleepers and day coaches through to Cincinnati and Chicago.

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12 o'clock night, daily, arrives at Washington 8:15 a. m. pay express leaves and sheater the coaches and chicked to destination at Company's offices, 3:15 and 2:1 Broadway, and at all the offices of the Pennsylvania Ralirond Company's and at all the offices of the Pennsylvania Ralirond Company.

Commending October 2, 1882. Leave New York
6:45 a. m.—For Fisminston. Esaston. Wild Gap, Manch
Chunk, Tamanend. Tamaqua, Hazleton. Drifton, Scranton.
Upper Lehish. &c.
9 a. m.—For Fielmington, High Bridge Branch, Schooley's
Mountain, Budd's Lake, Lake Hopatcong, Easton, Allentown,
Reading, Harrisburg, Manch Chunk, Williamsport. Tamaqua,
Nanticoke. Upper Lehigh, Seranton, dec.
1 p. m.—For Fielmington, Easton, Allentown, Reading, Harriaburg, Manch Chunk, Hazleton, Wilkeabarre, &c.
3:45 p. m.—For Easton, Wind Gap, Manch Chunk, Tamaqua,
Drifton, Wilkeabarre, Scranton, Hazleton, &c.
4 p. m.—For Formington, High Bridge Branch, Schooley's
Mountain, Budd's Lake, Lake Honatcong, Easton, &c.
6:36 p. m.—For Easton, Allentown, Reading, Harrisburg,
Mauch Chunk, Wilkesbarre, &c.
Sunday trains leave at 8:45 a. m., 12 p. m., for Bound Brook
and intermediate stations, at 5:30 p. m. for Easton, Allentowa,
Hendington, March, School, Scho

For Highlands, Scaolina, Strench, 4 p. m. For Atlantic Highlands, 4 p. m. 145, 4 p. m. for Lakewood, Manchester, Toms lives, Barnegat, &c. 145 p. m. for Atlantic City, Vinciand, Bridgeton, &c. 145 p. m. for Stadona to Highlands, 145, 445 p. m. for stations to Scapright
4 p. m. for stations to Saudy Hook
4 p. m. for stations to Saudy Hook

Schon m for stations to Scaloright
4 n. m. for stations to Scaloright
4 n. m. for stations to Scaloright
5 n. m. for stations to Scaloright
6 n. m. for stations to Scaloright
6 n. m. for stations to Scaloright
NEW-YORK AND Pfill ADELPHIA.

BOUND BROOK ROUTE.
Leave New-York from scatton C. n. R. of N. f.
For Philadelpina Nurth and Green-sia. at 7:45, 9:39, 11:15,
a. m. 1:80, 4:30, 5:30, 7:00, 12 p. m. On Sunday at 8:45
a. m. 1:80, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:80, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:80, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:80, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:80, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:30, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:30, 4:30, 6:30, 7 p. m. On Sunday at 8:45
a. m. 1:30, 4:30, 6:30, 3:30, 11 a. m., 120, 12 p. m.

Return trains leave Philadelphia for New-York
From Statio a Phila, and Reading C. R., Nimth and Greensta, at 7:30, 8:30, 4:30, 11 a. m., 113, 3:43, 5:40, 6:45, 12 p. m.
From Third and Borks-sta, at 7:10, 5:20, 9:15 a. m., 1, 3:30,
6:20, 6:30, 11:30 c. m. Sunday at 8:15 a. m., 4:30 p. m.
From Theredon, 1:25, 6:20, 8:60, 9:48, 1:20, 9:15 a. m., 1, 3:30,
6:20, 6:30, 11:30 c. m. Sunday at 8:15 a. m., 4:30 p. m.
From Theredon, 1:25, 6:20, 8:60, 9:48, 1:200, 4:13 a. m., 1,
4:22, 6:21, 7:25 n. m. Sunday at 8:15 a. m., 4:30 p. m.
and statePhiladelphia
Connection is made at fees of Libertyst, New 239, 281, 401,
944, 5:57, 1:323 droadway, and at the principal hotels. Nos. 2
and 4 Court-st. and a meet office. Jewell's Warari, Brooklyn,
N. Y. Transfer Company will call for and check baggage
from hotels or residence to destination.
W. W. STEARNS, Gen. Supt.

NEW-YORK AND LONG BRANCH R. R.

PENNSYLVANIA RAHLINOAD.

On and after December 4, 1882.

GrackAT REUNK LINE

AND UNITED STATES MAIL ROUTE.

Trains leave New York, via Leabroases and Courtlandt
Streets Perries, as follows

Harrisburg Pitteburg, he west and South, with Pollman
Palace Care attacace, 8a m., 6 and 8 m. m. daily, New York
and Cheage Limited of Parrier, Dining, Smoking and Siceplog Cars at 0 a. m. every day.

Williamsport, Lock Haven, 8 a m., > p. m.; Corry and Eric at
8 p. m., connecting at Corry for Tituaville, Petroleum Centre, and the Oil Rectons.

Baltimare, Washington and the South, "Limited Washington
Express" o. Puliman Parier Cars thaty, except Sunday, 10
a. m.; arrive Washington 4 p. m. Recursive Vis B. and O. R. fc. 1 and 7 p. m., and 12 night; via
B. and O. R. fc. 1 and 7 p. m., and 12 night; via B. and O. R. fc. 1 and 7 p. m., and 12 night;
via B. and O. R. fc. 7 p. m. and 12 night.

For Atlantic City, except Sunday, 5:15 a. m. and 1 p. m. On
Sunday, 5:15 a. m.

For Cape May, except Sunday, 5:15, 11:10 a. m. On Saturdays
only 1 m.

For Atlantic City, except Sunday, 5:15 a.m. and 1 p.m. On Sunday, 5:16 a.m.
For Cape May, except Sunday, 5:15, 11:10 a.m. On Saturdays only 1 m.
For Cape May, except Sunday, 5:15, 11:10 a.m. On Saturdays only 1 m.
Long Branch. Bay Head Junction, and intermediate stations, volume Rahway and Ambey, 9 a.m., 12 noos, 2:20 and 5 p.m.
Constantial Section of Brookly Ambers, Connect with all Gironsh trains and Jersey City, affording a specity and direct transfer for Brookly fixed.

Trains arrive—From Pittsburg, 6:20 and 11:20 a.m., 7:34 and 10:20 p.m. daity. From Weshington and Baltimore, 6:30, 6:50 a.m., 10:35 and 10:30 p.m. Stationer, 6:30, 6:50 a.m., 10:35 and 10:30 p.m. From Baltimore i:20 p.m.: on Sunday, 9:35 p.m. From Philadelphia, 3:50, 6:21, 6:30, 6:50, 11:40 a.m., 12:22, 2, 3:50, 5:30, 6:21, 7:34, 8:50, 9:35, 10:20, 10:35 and 10:50 p.m.
TO PHILADELPHIA.

THE OLD ESTABLISHED ROUTE AND SHORT LINE 20 T. AIN S MACH WAY WEEK-DAYS AND 9 ON SUNDAY, 3 STATIONS IN PHILADELPHIA, 2 IN NEW-YORK.

Express Trains leave New-York, via Desbrosses and Court-lanet Street Forries, as follows: 0:10, 7.20, 8.833., (9 and 10 Limited), 11 a. m., 1, 3:20, 3:40, 4. 0. 6. 8, and 9 p. m., and 12 mght. Sundays, 5, 8, (9 Limited), and 10 a. m., 4, 6, 7, 8, and 9 p. m., and 12 night.
Express Trains leave New York daily, except Sunday, at 7:20 n. m. and 4 p. m., running tarough via Trenton and 3.4.5. Show and the Canades, 9 a. in. and 4:30 p. in. daily except Standay.

11cate Offices, 435, 849 and 944 Broadway, 1 Astor House and foot of Designess and Courtiandt-sis, 4 Court-st. and invocatyn American Station, foot of Fuston-st. Brookyn; Nos. 114, 115 Hills Huston-st. Hoboken; Station, Jersey City; Internat Ticket Omee, Fier I.

This way York Trans er Company will call for and chock bargage from hotels and residences.

HAGLES E. PUGH,

General Manager.

General Pass'r Agent.

STONINGTON LINE FOR BOSTON.

CONNECTING WITH ALL POINTS EAST.

Reduced lare, 53 to Hoston for first-class tickets, good only as specified on their face.

Elegant steamers eave daily (Sundays excepted), at 4:30 p.

In from Per 33 North River, foot of Jay-st. New-York, acriving in Boston at 6 a. in. Tickets for sale at all principal ticket offices.

m. from Pier 33 Notine riving in Boston at 6a. m. Tickets for said in the five riving in Boston at 6a. m. Tickets for said in the five riving in the five riving for freight only. Steamess knaw PROVIDENCE LINE, for freight only in the five riving from Pier 20 Rotth River foot of Warrenest, 4-50 p. m. daily from Pier 20 Rotth River foot of Warrenest, 4-50 p. m. daily from Pier 20 Rotth River for foot of Warrenest and Foot of Warrenest foot of the first foot of

BOOTH'S THEATRE.
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